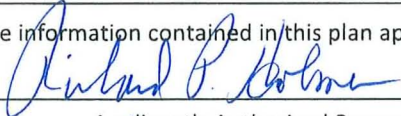


APPENDIX I- PLANNING GRANT APPLICATION FORM

Applicant (Agency & address - including zip) <div style="text-align: right; margin-right: 20px;"> Check one <input type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> MPO <input type="checkbox"/> COG <input type="checkbox"/> RTPA <input type="checkbox"/> JPA <input checked="" type="checkbox"/> Joint Proposal </div> City of Riverbank 6707 Third Street Riverbank, CA 95367		Proposed Date of Completion: December 2012 Grant Amount Requested: \$ 536,000 If Joint Proposal, list participating entities/ contact person: City of Modesto Greg Nyhoff, City Manager 1010 Tenth St., #6100, Modesto, CA 95353 (209) 577-5223 City of Oakdale Steve Hallam, City Manager 280 N. Third Ave., Oakdale, CA 953610 (209) 845-3571
Lead Applicant's Name: City of Riverbank		
Title of Proposal (summarize the deliverable to be funded by this grant) SR 108 Relinquishment and Reinvestment Plan		
Applicant's Representative Authorized in Resolution Name: Rich Holmer Title: City Manager Phone: (209) 869-7101 Email: cmgr@riverbank.org	Person with Day to Day Responsibility for Plan (if different from Authorized Representative) Name: J.D. Hightower Title: Community Development Director Phone: (209) 863-7124 Email: jdhightower@riverbank.org	
<i>Check all of the following that are incorporated or applicable to the proposal:</i>		
Focus Area	Program Objectives	
<input type="checkbox"/> Focus Area # 1	<input type="checkbox"/> Applying for 20% EDC set aside	
<input type="checkbox"/> Focus Area # 2		
<input checked="" type="checkbox"/> Focus Area # 3	<input checked="" type="checkbox"/> Improve air and water quality	
Eligibility Requirements (mandatory)	<input checked="" type="checkbox"/> Promote public health	
<input checked="" type="checkbox"/> Consistent with State Planning Priorities	<input checked="" type="checkbox"/> Promote equity	
<input checked="" type="checkbox"/> Reduces GHG emissions on a permanent basis	<input checked="" type="checkbox"/> Increase affordable housing	
<input checked="" type="checkbox"/> Collaboration requirement	<input checked="" type="checkbox"/> Increase infill and compact development	
Priority Considerations	<input checked="" type="checkbox"/> Revitalize urban and community centers	
<input checked="" type="checkbox"/> Demonstrates collaboration & community involvement	<input checked="" type="checkbox"/> Protect natural resources and agricultural lands	
<input checked="" type="checkbox"/> Addresses climate change impacts	<input checked="" type="checkbox"/> Reduce automobile usage and fuel consumption	
<input checked="" type="checkbox"/> Serves as best practices	<input checked="" type="checkbox"/> Improve infrastructure systems	
<input checked="" type="checkbox"/> Leverages additional resources	<input checked="" type="checkbox"/> Promote water conservation	
<input checked="" type="checkbox"/> Serves an economically disadvantaged community	<input checked="" type="checkbox"/> Promote energy efficiency and conservation	
<input checked="" type="checkbox"/> Serves a severely disadvantaged community	<input checked="" type="checkbox"/> Strengthen the economy	
I certify that the information contained in this plan application, including required attachments, is complete and accurate		
Signature: 	8-26-10	
Applicant's Authorized Representative as shown in Resolution		
Print Name and Title: <u>Richard P. Holmer, City Manager</u>		

Proposal Summary Statement

State Route (SR) 108 corridor serves a major transportation and commercial spine in the cities of Modesto, Riverbank, and Oakdale. Over time the corridor in each city has slowly experienced disinvestment due to competition from new commercial development. The State Route 108 Relinquishment and Reinvestment Plan will be prepared as a partnership between the three cities (Project Partners). Attachment 1 contains a map showing the SR 108 corridor.

The Plan will stimulate and revitalize the SR 108 corridor by setting the stage for higher density infill and redevelopment to occur. This vision will be achieved through extensive outreach and education among residents, business owners, developers, and elected officials. Working with these stakeholders, the Project Partners will identify solutions for transforming SR 108 from a low density corridor into mixed use, compact, and vibrant place to work, live and visit. In addition, the Project Partners will provide recommendations for strategic public investments and public actions to induce reinvestment (i.e. needed changes to entitlement process, timing, fee structures, amount/type of public infrastructure leveraging needed to induce redevelopment, etc) through a strategic economic analysis. Using stakeholder and community input, the Project Partners will provide urban design guidelines, recommend code revisions, and provide design and cost estimates for key catalyst sites in each community to stimulate investment along these corridors.

As described below, the Plan will be a key strategy and case study for the region on how to grow differently than “business as usual.” The Plan will implement voter preferences expressed in Measure E to preserve open space and agricultural lands through reinvestment and infill development in existing communities. The Plan will also reflect recent guidance from the San Joaquin Valley Air Pollution Control District regarding greenhouse gas emissions and reduction in vehicle miles traveled by transforming a regional commercial corridor into a mixed-use corridor connected to surrounding communities. Finally the Plan will help implement SB 375 in Stanislaus County through corridor reinvestment planning, with resulting co-benefits of improving community health, reducing air pollution, improving water quality, conserving energy and water, increasing economic competitiveness in the region, and promoting greater social and economic opportunities through access to housing, jobs, urban open spaces, and services.

These co-benefits will be achieved through more compact growth along and adjacent to SR 108 in each city, placing residents and visitors closer to their destinations. The Plan will also recommend changes to landscape and development standards to reduce impervious surfaces and promote landscape-based strategies for managing stormwater, which will enhance and facilitate groundwater recharge, reduce risk of flooding, and filtrate stormwater before it reaches local waterways thus further protecting the region’s environmental integrity. Standards will also promote climate-appropriate landscaping, helping to conserve water (landscape irrigation is the largest use of potable water for residences and many businesses).

The State Route 108 Relinquishment & Reinvestment Plan presents an opportunity to the Cities of Modesto, Oakdale, and Riverbank to develop a comprehensive plan to focus growth within their existing communities and along a shared major transportation corridor, instead of allowing the traditional low-density, leapfrog development patterns. The State Route 108 Relinquishment & Reinvestment Plan will set the stage for higher density housing and commercial to occur (e.g. 30-40 units/acre in the area within 1/8 mile of a transit station and 20-30 units/acre in the area within ¼ mile of the transit station). These goals are in line with recent climate change legislation (i.e. AB 32 and SB 375) as well as the San Joaquin Valley Regional Blueprint.

This proposal represents both a planning partnership between the cities of Riverbank, Modesto, and Oakdale, who will consult with Stanislaus County and the Stanislaus Council of Governments during the planning process. Commitment letters from the Project Partners and a support letter from Stanislaus County are included in Attachment 2. Commitment letters from consultants selected by the Project Partners are in Attachment 3.

1. Proposal Description

1. Describe how the Proposal is consistent with the State's Planning Priorities, Section 65041.1 of the Government Code.

The State Route 108 Relinquishment and Reinvestment Plan represents an opportunity for the cities of Modesto, Oakdale, and Riverbank to plan for the relinquishment of this State Route to local control. The cities envision a coordinated regional approach and comprehensive plan to induce infill development along this shared major transportation corridor, as an alternative to the traditional low-density, leapfrog development patterns. The SR 108 Corridor has slowly experienced disinvestment and vacancies, and currently has an auto-oriented development pattern. The SR 108 Relinquishment and Reinvestment Plan (Plan) will revitalize existing developed portions of the corridor through strategic economic analysis and removal of constraints to redevelopment. This Plan will lay the groundwork for infill and redevelopment to occur, while also providing design guidance and improvement standards that are needed to transform SR 108 to a "complete street" that serves all mode types and users.

The Project Partners will analyze alternative land use and transportation planning assumptions along the corridor to determine which development scenario will result in lower greenhouse gas emissions compared to the base-case or business-as-usual scenarios for 2020 and beyond. In addition, the Project Partners will demonstrate specific land use, design, transit service, bike and pedestrian facility VMT reduction benefits available along Highway 108 through post-processing transportation quantitative modeling. This effort will assist the Project Partners in determining the best management practices to reduce greenhouse gas emissions for each city that go above and beyond each city's GHG reduction strategies and Climate Action plans as well as support other regional efforts, as described below. The General Plans for Modesto and Riverbank include long term mitigation measures necessary to achieve the Air Quality goals and objectives of AB 32 and SB 97. The City of Oakdale is in the process of updating its General Plan under according to a new vision that emphasizes compact, smart growth; transportation choices; and open space/resource conservation. These values complement the City's participation on the SR 108 Plan and its contribution to the objectives of AB 32 and SB 375.

The Project Partners will analyze the potential benefits of development scenarios and evaluate them for consistency with each city's Air Quality, Land Use and Circulation Elements policies and consistency with AB 32. Specifically, the Project Partners will analyze greenhouse gas emission reductions resulting from alternative development scenarios for the SR 108 Revitalization and Relinquishment Plan and compare them to the business-as-usual or base-case scenario. The analysis will look at GHG emissions from transportation (which accounts for close to 40 percent of emissions in California) as well as from residential and commercial development. In the case of transportation, the Project Partners will evaluate the reduction in vehicle trips and vehicle miles traveled that can be expected to result from more compact, mixed-use, transit-oriented development. Additionally, the Project Partners will work with Stanislaus Council of Governments, Stanislaus County, and Stanislaus County and San Joaquin Air Pollution Control District to assure the Plan is consistent with regional planning efforts and preliminary SB 375 implementation.

Greenhouse gas analysis conducted by the Project Partners will help implement each city's climate change goals within this aging highway corridor. The Project Partners will use post-processing of regional transportation model runs to report on VMT reduction benefits associated with land use and urban design strategies, as well as enhanced transit, bicycle, and pedestrian facilities. The Project Partners will analyze alternative land use and transportation planning scenarios along the corridor to allow the cities to consider the relative greenhouse gas reduction benefits of different land use, transportation, and urban design concepts. The Project Partners will work with Stanislaus Council of Governments, Stanislaus County, and the

San Joaquin Air Pollution Control District to ensure that the Plan is consistent with regional planning efforts and preliminary SB 375 implementation.

2. Describe how the Proposal will reduce, on as permanent a basis that is feasible, greenhouse gas emissions

This Plan will support the reduction of vehicle trips and vehicle miles traveled (VMT) by expanding housing choices in proximity to employment opportunities and other destinations. The Plan will provide new options for compact housing along transit routes and identify priority pedestrian, bicycle, and transit improvements along the corridor. The reduction of VMT will, in turn, reduce greenhouse gas emissions compared to the “business-as-usual” lower-density development scenarios. The Plan will also provide guidelines and standards that conserve energy and water, which would also reduce greenhouse gas emissions. These elements of the Plan are in line with climate change related legislation (i.e. AB 32 and SB 375), as well as the San Joaquin Valley Regional Blueprint, which is also designed to promote compact housing and reduce VMT.

The SR 108 Relinquishment and Revitalization Plan will implement each city’s General Plan. The Plan will also help to implement regional plans, such as the San Joaquin Valley Blueprint and the North County Corridor Connector project (www.dot.ca.gov/dist10/environmental/projects/northcounty/index.html). By promoting compact, mixed-use, infill development, the Plan will reduce greenhouse gas emissions compared to “business as usual” scenarios, as described in San Joaquin Valley Air Pollution Control District’s Climate Healthy Air Living Program (www.healthyairliving.com/) and Climate Change Action Plan (www.valleyair.org/Programs/CCAP/CCAP_idx.htm#Adopt2009Dec17). The Plan will implement several strategies suggested by the Air District’s CEQA Air Quality Guidelines for General Plans, specifically the land use guidance contained in the Guidelines, which states:

“Reductions in VMT can be achieved through diversified land use patterns that provide people greater access to alternative forms of transportation, including transit, biking and walking. Reductions in VMT can be achieved through diversified land use patterns where people can live, work, and play without having to drive great distances. Land use planning that reduces VMT can also reduce the GHG emissions by reducing land consumption, energy use, water use, and waste.”

3. Meet the Collaboration Requirements of the focus area applicable to the Proposal

The SR 108 Relinquishment and Revitalization Plan grant application jointly submitted by the cities of Riverbank, Modesto, and Oakdale meets the Collaboration Requirements for Focus Area 3 – Regional Planning Activities with Multiple Partners. The grant application is intended to support the development and implementation of a collaborative, effective, and innovative corridor plan for SR 108 in each of these cities. Further explanation regarding how all partner cities intend to participate in the proposed activities associated with the development and implementation of this Plan is described in a letter of intent to participate from each city, council resolution from each city, and a work plan – all of which are attached with this application.

2. Program Objectives

Development of the SR 108 Relinquishment and Revitalization Plan will provide land use, transportation and design guidance to transform the corridor. This vision will be achieved through extensive outreach and education among residents, business owners, developers and elected officials and working with these stakeholders to identify solutions for the current SR 108 corridor into a more mixed use, compact and vibrant places to work, live and visit. In addition, the Plan will include recommendations for strategic public investments and public actions to induce reinvestment (i.e. needed changes to entitlement process, timing, fee structures, amount/type of public infrastructure leveraging needed to induce redevelopment, etc)

through a market-based economic analysis. Using stakeholder and community input, the Project Partners will provide urban design guidelines, recommend code revisions, and provide design and cost estimates for key catalyst sites in each community to stimulate investment along these corridors.

Though the implementation of the Plan will take place over several years, we anticipate that all of the grant objectives will be met over time. Some of these objectives — such as the level of participation in community and collaborative outreach efforts — will be met in the short term. Others — such transit ridership, residents that bike and/or walk, vehicle miles traveled and particulate matter levels — will be monitored once development occurs in accordance with the Plan. As part of this proposal, we will also measure future outcomes by conducting regional transportation model runs, and other types of scenario analysis to compare the “business as usual” scenario to alternative development scenarios for 2020 and beyond. This effort will assist the Project Partners in determining the best management practices to achieve the grant guidelines and objectives that would go above and beyond General Plan Policies adopted by each city.

Through strategic land use and transportation planning and design guidelines for compact, mixed-use infill and redevelopment, the SR 108 Relinquishment and Revitalization Plan will make the most efficient use of community resources to improve air quality, protect natural, agricultural and historical resources, reduce consumption of energy and water, promote equity, improve public health and economic growth, promote programs for affordable housing and engage residents.

☒ **Improve Air Quality:** A new mix of land uses and revitalization of existing uses along the corridor coupled with a complete pedestrian and bicycle network will decrease reliance on automobiles as the main mode of transportation. The reduction of vehicle miles traveled (VMT) per household in the cities of Modesto, Oakdale, and Riverbank will result in reducing greenhouse gas emissions compared to business-as-usual development scenario. Increasing density along these corridors will also make regional transit more viable and connect the communities of Modesto, Oakdale, and Riverbank to each other and other parts of the region thus further decreasing the dependence on automobiles.

The Project Partners will analyze the potential benefits of development scenarios and evaluate them for consistency with each city’s Air Quality, Land Use, and Circulation Elements policies and consistency with AB 32. Specifically, the Project Partners will analyze greenhouse gas emission reductions resulting from alternative development scenarios for the Plan and compare them to the business-as-usual or base-case scenario. The analysis will include GHG emissions from transportation (which accounts for close to 40 percent of emissions in California) as well as from residential and commercial development. The Project Partners will evaluate the reduction in vehicle trips and vehicle miles traveled that can be expected to result from more compact, mixed-use, transit-oriented development. We will also work with Stanislaus Council of Governments, Stanislaus County, and Stanislaus County and San Joaquin Air Pollution Control District to assure the Plan is consistent with regional planning efforts and preliminary SB 375 implementation.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Improve Air and Water Quality <ul style="list-style-type: none"> • GHG emissions (2020, 2030, 2050) • Criteria air pollutants • Indirect indicator: VMT reduction 	Decrease (↓) consistent w/regional target and AB 32 ↓ to meet state/federal attainment status for ozone precursors and particulate matter ↓ in average daily VMT

☒ **Improve Water Quality and Promote Water Conservation**

Water Quality: The SR 108 Relinquishment and Revitalization Plan will comply with each city’s General Plan, the San Joaquin Valley’s *Framework for the Implementation of Water Management Planning*,

(www.sjvpartnership.org/uploaded_files/WG_doc/CWIfinalversionExtractCPSJV10222009.pdf) and the policies for watersheds, floodplains and watercourses. The Plan will include landscape standards and illustrated guidelines that support Low Impact Development strategies for managing stormwater (i.e. vegetated swales, green roofs, pervious pavements, etc) and climate appropriate landscaping. In addition, water sensitive urban design policies and development standards will be explored through local development codes and design guidelines that encourage compact development patterns, emphasize natural stormwater management, and provides for groundwater recharge.

Water Conservation: The SR 108 Relinquishment and Revitalization Plan will promote water efficient landscaping in accordance with the San Joaquin Valley Framework. This proposal will promote water conservation through site and building design principles and landscaping guidance for water-efficient compact development patterns and climate appropriate landscaping.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Promote Water Conservation <ul style="list-style-type: none"> • Per capita or per/HH water use • Climate appropriate landscaping • Stormwater management • Per capita/HH wastewater generation • Green streets 	<ul style="list-style-type: none"> ↓ in water use ↑ in climate appropriate, water conserving landscaping ↓ untreated stormwater discharge ↑ increase acreage of water recharge/natural stormwater management systems ↓ Decrease in per capita/HH generation rates ↑ Increase in miles of green streets with natural drainage and climate appropriate landscaping

☒ **Promote Public Health:** The Plan is consistent with the Healthier Stanislaus Initiative being implemented by the County's Health Services Agency—specifically the objective to create safe and walkable communities (www.schsa.org/PublicHealth/pdf/mapp/walkableCommunitiesObjective.pdf) The Plan will incorporate design features that increase active and healthy lifestyles. Specific features will include: 1) mixed-use centers along or adjacent to the corridor that place housing and employment in proximity to retail and services; 2) public places that increase access to healthy, locally grown foods (such as farmers markets and retail markets selling locally grown produce; 3) increased investment in existing neighborhoods along the corridor to improve amenities, particularly in lower-income areas; 4) development patterns that help residents live healthier lifestyles with opportunities to walk and bike; 5) land use and design guidance for civic and quasi-public spaces to encourage social interaction; and 6) greater access to parks and open spaces. The Plan will also support implementation of the San Joaquin Valley Air District's Healthy Air Living Program (www.healthyairliving.com/) that connects individuals, community organizations, and businesses to each other and encourages changes in daily practices that will contribute to community health and, therefore, improve air quality. Specifically, the SR 108 Plan results in land use patterns and a better connected transportation system that facilitate healthier living and business practices. These outcomes will reduce auto dependence. To encourage walking and biking, the Plan will include concepts related to "complete streets" with features such as sidewalks with buffers to the highway, safe crossings, well-connected street networks and access to transit and nearby destinations. The Stanislaus County Health Services Agency will be key partners in the development of this Plan and will serve on the Advisory Committee.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Promote Public Health <ul style="list-style-type: none"> • Proportion of walking/biking trips • Access to healthy foods 	<ul style="list-style-type: none"> Increase (↑) relative to vehicle trips ↑ in accessible neighborhood grocers/farmers markets

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
<ul style="list-style-type: none"> • Access to parks/recreation • Pedestrian/bicycle safety 	<ul style="list-style-type: none"> ↑ in accessible neighborhood parks/recreation facilities ↓ in pedestrian/bicycle accidents with vehicles

☑ **Promote Equity:** The SR 108 Plan calls for a complete pedestrian, bicycle and transit network that connects members of the community to employment, recreational, social and entertainment centers along the SR 108 Corridor within each city and to the surrounding region. These connections will provide access to jobs and services to low-income residents who are less likely to own a car. The Revitalization plan will encourage reinvestment in existing communities along SR 108 and improve the level of amenities and services available to nearby neighborhoods. The Project Partners will work with local community-based and faith-based organizations to engage low income and minority populations that normally do not participate in planning efforts. All public events and advertisements for these events will be offered in both Spanish and English. Among the stakeholders who will be consulted during the process that represent economically disadvantaged community members are California Rural Legal Assistance, the Hispanic Chamber of Commerce, the Housing Authority of Stanislaus County, and the Farmland Working Group

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Promote Equity <ul style="list-style-type: none"> • Access to jobs paying sustainable wages • Access to services and neighborhood amenities • Household transportation costs • Disadvantaged Community engagement in planning process 	<ul style="list-style-type: none"> ↑ jobs with shorter commute times (<30 minutes) ↓ gap between new and existing EDC neighborhoods ↓ transportation costs for DC residents ↑ Participation (direct & through stakeholder groups)

☑ **Increase Housing Affordability:** Varied housing opportunities from medium to high density residential along the SR 108 Corridor will provide housing options for varied income levels and family sizes. Opportunities and incentives to provide affordable housing will be integrated into the Plan. The Plan will contribute to the accommodation of each of the city's share of its future regional housing needs for lower-income housing under the StanCOG Regional Housing Need Allocation (<http://www.stancog.org/pdf/blueprint/2008/rhna.pdf>). This proposal is consistent with the goals of the 2011 Regional Transportation Plan for mobility, safety, economic/community vitality, and social equity (<http://www.stancog.org/pdf/rtp/2011/final-rtp-appendices-2011.pdf>, pp. 56-58). Finally, this proposal is consistent with StanCOG's implementation of the 12 Smart Growth Principles contained in the draft San Joaquin Valley Blueprint Roadmap (<http://www.valleyblueprint.org/publications>, page 30), specifically: 1) a range of housing opportunities and choices; 2) walkable neighborhoods; 3) community and stakeholder collaboration; 4) distinctive, attractive communities with a strong sense of place; variety of transportation choices; strengthen and direct development towards existing communities; and enhance the economic vitality of the region.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Increase Housing Affordability <ul style="list-style-type: none"> • % of low- /very low-income housing units • Availability of housing for special needs • Percent of income devoted to housing 	<ul style="list-style-type: none"> ↑ land to accommodate affordable housing ↑ in % of housing constructed affordable ↑ design options for affordability and availability ↓ percent of income spent on housing

☑ **Promote Infill and Compact Development:** The SR 108 Relinquishment and Revitalization Plan will streamline and incentivize infill and redevelopment within the SR 108 Corridor by providing standards and design guidelines for development, infrastructure planning, and CEQA streamlining. Broad community outreach and education will cultivate public support for infill and redevelopment. Focused conversations with elected leaders, infill and affordable housing developers, and business owners will help to identify barriers and solutions for making infill and redevelopment easier and more profitable. In addition, the Plan will provide recommendations for the rehabilitation, maintenance and improvements of existing infrastructure to help stimulate private investment. In addition, more compact growth directed along the SR 108 Corridor within each city will place residents and visitors closer to their destinations thus reducing vehicle miles and trips traveled, reducing greenhouse gas emissions and improving air quality. Revisions to landscape and development standards will also be presented that reduce impervious surfaces and promote landscape-based strategies for managing stormwater. Landscape-based stormwater management often called Low Impact Development (LID) will enhance and facilitate groundwater recharge, reduce risk of flooding, and filtrate stormwater before it reaches local waterways thus further protecting the region’s environmental integrity.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Promote Infill and Compact Development <ul style="list-style-type: none"> • Development in existing communities • Development in and around service centers • Average density of new development • Development close to transit station at 40 units/acre or more 	↑ in proportion of development occurring as infill ↑ in development and density around mixed-use centers ↑ in density of new development ↑ in higher density transit oriented development

☑ **Revitalize Urban and Community Centers:** The SR 108 Relinquishment and Revitalization Plan will help revitalize the commercial centers and downtowns in the cities of Modesto, Oakdale, and Riverbank by utilizing existing infrastructure and public investment. Plan will provide guidance and incentives for compact development and infill and revitalization of existing communities. In addition, neighborhood, mixed-use corridor, and commercial centers will be planned for existing communities to further incentivize reinvestment. The Plan will include design guidance and illustrated examples of such mixed-use neighborhoods and activity centers. By providing positive design guidance for infill development and re-use, the Plan will ensure the compatibility and acceptability of such development within existing communities and result in new communities that better serve the needs of residents.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Revitalize Urban and Community Centers <ul style="list-style-type: none"> • Greater investment in urban/community centers • Additional square feet of commercial and residential development in neighborhood centers 	↑ investment in planning and infrastructure in older urban and community centers ↑ in town center development in existing communities

☑ **Protect Natural Resources and Agricultural Land:** The SR 108 Relinquishment and Revitalization Plan will concentrate development within each city, thus protecting the outlying rural, agricultural and environmentally sensitive areas that otherwise might be converted to accommodate future growth. The SR

108 Relinquishment and Revitalization Plan will be consistent with general plan policies related to water quality and protection of floodplains. These principles will be illustrated to show how stormwater management and other open spaces can be protected while meeting the County's economic and growth needs. Please see:

Riverbank General Plan (Public Services and Facilities Element, Goal Public-4, pp. 5-4.)

(www.riverbank.org/Depts/CommunityDevelopment/GeneralPlanUpdate/Shared%20Documents/2005-2025_Riverbank_General_Plan_Adopted_April_22_2009.pdf)

Modesto General Plan, Stormwater Drainage Policies, Planned Urbanizing Area, pages 4-24,25

(www.ci.modesto.ca.us/ced/pdf/planning/documents/general-plan/technical/2008%20Urban%20Area%20General%20Plan.pdf)

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Protect Natural Resources & Ag. Lands <ul style="list-style-type: none"> • Acreage of natural resource and agricultural lands converted for development 	↓ # of acres converted to development through more infill development and community revitalization

☒ **Reduce Automobile Use and Fuel Consumption:** Dependence on automobiles as the main mode of transportation will decrease as access to other modes of transportation and varied housing opportunities along the SR 108 Corridor within each city are made available. See discussion above under "Improve Air Quality." Reduction of vehicle miles traveled (VMT) per capita will result in a reduction of greenhouse gas emissions compared to the business-as-usual lower density development scenario which zoning in the cities of Modesto, Oakdale and Riverbank currently calls for. In addition, the State Route 108 Relinquishment & Reinvestment Plan will support development that will make the most efficient use of resources and reduce consumption of energy and water, which in turn would result in additional reductions of greenhouse gas emissions. These goals are in line with recent climate change legislation (i.e. AB 32 and SB 375) as well as the San Joaquin Valley Regional Blueprint.

The State Route 108 Relinquishment & Reinvestment Plan will set the stage for higher density housing and commercial to occur (e.g. 30-40 units/acre in the area within 1/8 mile of a transit station and 20-30 units/acre in the area within ¼ mile of the transit station). This will support the reduction of vehicle miles traveled, expand housing choices and provide employment opportunities to surrounding households.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Reduce Auto Use & Fuel Consumption <ul style="list-style-type: none"> • Vehicle miles traveled (VMT) • Change in travel mode split • Connectivity of new development <i>(See also Promote Public Health)</i>	↓ in VMT ↓ in vehicle mode; ↑ by pedestrian, bike, transit mode ↑ number of mixed-use centers and connectivity ↓ reduce average block sizes in new neighborhoods <i>(See also Promote Public Health)</i>

☒ **Improve Infrastructure Systems:** The SR 108 Relinquishment and Revitalization Plan will identify infrastructure needs to support high density infill and redevelopment along the SR 108 Corridors within the communities of Modesto, Oakdale, and Riverbank and provide recommendations for strategic public investment to incentive private investment as well as conceptual design and cost estimates for catalyst projects to stimulate revitalization. Design guidelines and standards for new development will support use of infrastructure systems that are resource efficient. Examples include use of solar panels for electricity, solar

water heaters, reduced flow toilets, grey water irrigation systems, increased use of day-lighting, and whole house fan systems, etc.

State Route 108 is a main transportation and commercial spine connecting the three cities and is ideally situated to accommodate infill, mixed use development in the cities of Modesto, Oakdale and Riverbank. Cultivating stakeholder support and removing policy and economic barriers to infill and redevelopment will make it easier for revitalization along the SR 108 Corridors within each city, thus maximizing the use of existing resources, infrastructure and public investments. Linking compact development with a walkable and connected transportation system will also reduce VMT, thereby reducing fuel energy consumption and transportation costs for residents.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Improve Infrastructure Systems <ul style="list-style-type: none"> • Water quality • Average wastewater discharge per equivalent dwelling unit (EDU) • Stormwater discharge/management • Solid Waste • Linear feet of infrastructure lines/pipelines 	<ul style="list-style-type: none"> ↑ water quality ↓ average wastewater discharge per EDU ↓ Incidence of flooding ↑ acreage of natural stormwater management systems ↓ percentage of solid waste to landfills ↓ in linear feet compared to conventional development in new growth areas

☒ **Promote Energy Efficiency and Conservation:** The SR 108 Relinquishment and Revitalization Plan will support development that makes efficient use of energy and conserves resources. This will be accomplished through both site planning that makes maximum use of solar orientation for buildings, landscaping to provide shading during the summer and solar access during the winter, as well as recommendations for individual building design features that go beyond Title 24 energy efficiency standards. *Anticipated Indicators:* Reduce energy consumption per capita.

The illustrated building design and site planning guidance for natural space conditioning with passive solar, wind, vegetative shading, and other techniques; active solar and wind power generation; and building orientation in relation to natural terrain. Indicators include building energy consumption, green building standards (LEED or equivalent), renewable energy production, and new residential units with solar orientation.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Promote Energy Efficiency & Conservation <ul style="list-style-type: none"> • Building energy consumption • Green building standards, LEED or equivalent • Renewable energy production 	<ul style="list-style-type: none"> ↓ building energy consumption ↑ number of buildings meeting California standards ↑ number of buildings designed for sustainability per UDC ↑ in building energy use from renewable sources

☒ **Strengthen the Economy:** The SR 108 Relinquishment and Revitalization Plan will provide a viable land use and coordinated transportation plan to generate employment where most appropriate (i.e., with convenient access to multi-modal transportation options, on underutilized and/or vacant parcels in close proximity to workers, etc.). The emphasis on walkable environments will ensure the workforce and their families can access jobs and services, which will support local retail in the project area.

The Plan will provide flexible development standards and streamlined entitlement review that could yield cost savings for development projects and encourage investment and job creation in targeted areas. The Plan will also increase economic competitiveness by providing coordinated guidance for that portion of SR 108 within the three cities for the development of new employment uses within the corridor and taking advantage of mixed-use development areas designated in the Modesto and Riverbank general plans along or adjacent to SR 108.

PROGRAM OBJECTIVE/INDICATORS	DESIRED OUTCOME
Strengthen the Economy <ul style="list-style-type: none"> • Jobs-housing balance • Overall job growth • Jobs in basic industries 	<ul style="list-style-type: none"> ↑ ratio of jobs to housing units ↑ in number of jobs along SR 108 ↑ number of jobs in regional/national/int'l. industries

3. Priority Considerations

Broad community involvement and multi-level collaboration among local, regional, and state partners is crucial for the success of the SR 108 Relinquishment and Revitalization Plan. Several public events will be planned to provide a range of opportunities for stakeholders, community residents, and elected officials to provide input. In addition, an Advisory Committee of 8 to 15 members will be formed to provide input and guide the overall development and direction of the Plan. Committee members will be solicited from organizations such as the Stanislaus County Public Health Agency, Stanislaus County Planning and Community Development, Caltrans, transit authorities (i.e. Stanislaus Regional Transit, Riverbank Oakdale Transit Authority, Modesto Area Express), Stanislaus Council of Governments, local water districts (i.e. Modesto Irrigation District, Oakdale Irrigation District), San Joaquin Valley Air Pollution Control District, CommonWealth Modesto, California Rural Legal Assistance, Chamber of Commerce, Hispanic Chamber of Commerce, Housing Authority of Stanislaus County, and the Modesto Farmland Working Group.

Public workshops, stakeholder activities, and outreach will be lead by The Local Government Commission (LGC). The LGC, city staff, and the Advisory Committee will identify existing community events or activities that can provide opportunities to engage with residents and solicit input for the Plan, such as farmers market, local festivals, or school events. The LGC will also organize an interactive workshop in each city to bring residents together with local government staff and the Project Team to explore the issues, learn about how other communities address these issues, and identify strategies that will work locally. Activities may include interactive visioning exercises, educational presentations on sustainable development, walking and/or bike audits of the corridor, and visual preference survey where residents rate their reaction to pictures representing built environment. The objective will be to identify a shared vision for the SR 108 corridor, build consensus and support for revitalizing the corridor, identify priority redevelopment opportunity areas, and generate community support for urban design concepts along the corridor.

Based on a search of the California Department of Parks and Recreation Community Fact Finder database, about 46 percent of the over 41,000 residents within approximately ½ mile of SR 108 are economically disadvantaged (EDC) individuals. The Project Partners will engage economically disadvantaged (EDC) residents in the planning process. The Local Government Commission will work with local community-based and faith-based organizations that represent EDC populations to assist with outreach and to ensure their voices are heard. The cities will meet and engage residents where they traditionally congregate (after-school programs, community meetings, church events, local festivals, etc.). Public events, presentations, and media information will be in English and Spanish to ensure the large number of Spanish speakers has a chance to participate and be heard.

The LGC will also lead targeted outreach and engagement of landowners, business leaders, infill developers, and affordable housing developers. Focus groups and phone interviews will be conducted to discuss Plan strategies, urban design concepts, priority public improvements, and public/private partnerships to leverage improvements along the Corridor. The Project Team also includes Mogavero Notestine Associates (MNA), which is an architectural and urban design firm, but also an infill development firm. MNA will assist in outreach and discussions with infill and affordable housing developers.

AECOM will assemble and analyze data on land use, transportation, housing, retail demand, jobs-housing balance, and infrastructure constraints. AECOM will identify the most important infrastructure components to improve in order to “unlock” redevelopment potential along the corridor and provide conceptual design and cost estimates for these improvements to guide capital improvements planning and grant applications for such improvements. AECOM will also provide analysis showing greenhouse gas reductions associated with autos and light-duty trucks, consistent with regional greenhouse gas reduction approaches and SB 375. AECOM and MNA will illustrate design ideas gathered from stakeholder input and community feedback that will provide guidance for interested landowners and developers along the Corridor; conduct economic and pro-forma analysis needed to identify strategies that will induce reinvestment along the corridor; identify needed changes to the cities’ zoning codes, development standards, landscaping standards, and improvement standards to implement the Plan; and take the lead on preparing the draft and final plans.

The City of Riverbank will be the administrative lead and manage the overall work-effort to ensure timely completion of tasks and adherence to the Plan budget. The City will lead contracting efforts necessary to administer the grant and provide project status reports. Each Project Partner will provide land use and demographic data, assist with community engagement and public hearings, coordinate with decision makers to develop consensus and provide input during the planning process, and review draft documents.

The in-kind match for this project from the city partners will be in the form of staff labor and expertise directly related to carrying out the proposed project and cash contribution for materials, maps, supplies, and snacks for community outreach efforts. In addition, the City of Modesto is one of 15 San Joaquin Valley city partners on a \$5M proposal currently under consideration by the federal HUD office for funding under their Sustainable Communities Planning Grant program. If the proposal is awarded, the City of Modesto will be receiving \$250,000 to apply towards planning projects, including Corridor studies. The Caltrans Community-based Transportation Planning grant program is another potential source of future funding for this project, if the Plan is not selected for funding by the Strategic Growth Council.

Once completed, the SR 108 Relinquishment and Revitalization Plan will provide several strategies and outcomes that can serve as best practices for communities across the state and nation. The Plan will serve as an example of multi-jurisdictional corridor planning for land use, transportation, infill and redevelopment solutions covering a broad range of community and development types. The Plan will provide “drop-in” language for the cities’ urban design guidelines, zoning codes, improvement standards, and other implementing documents. This policy and regulatory guidance is crucial to have in place prior to the relinquishment of SR 108 by Caltrans. This information will also be useful to other cities interested in promoting livability concepts along aging transportation corridors with auto-oriented development patterns. Community engagement activities will be described in the final report and on the project web site. These activities can serve as a model for improving sustainability and the public process in other communities.

Climate change can be expected to impact the San Joaquin Valley in several ways. Projected increases in temperature and precipitation changes, increased transmission of infectious diseases, and higher air pollution levels could significantly impact public health and mortality rates in Stanislaus County. The County’s \$2.3 billion agriculture industry is especially vulnerable to the impacts of climate change. California’s water supply will become more unpredictable. This proposal will assist communities along the SR 108 corridor

adapt to climate change and address health outcomes by providing water conservation strategies, avoiding development in areas that could be prone to increased wildfire risk, and avoiding impacts to agricultural lands.

Public health impacts from climate change and greenhouse gases are already being felt. In a nationwide analysis, Stanislaus County ranks in the bottom 30% of counties in air quality as measured by the overall air quality index (www.scorecard.org/env-releases/cap/county.tcl?fips_county_code=06099). Stanislaus County has a significantly higher reported rate of lifetime asthma than the statewide average.

(www.hsahealth.org/publichealth/pdf/coalitionPartnerships/asthma/asthmareportcard2010-executivesummary.pdf). The cities will highlight co-benefits of greenhouse gas reduction measures in public and decision maker outreach. Land and transportation policies that reduce VMT and promote alternatives to automobile travel also can reduce household and business transportation costs, reduce harmful air pollution (other than GHGs), enhance mobility, reduce time spent commuting, and provide other benefits. Compact development (which reduces GHGs) can also be more efficient to serve with public infrastructure and services. Measures that promote energy efficiency reduce GHGs, but also save on household and business utility costs. Encouraging reinvestment and revitalization of existing developed areas can reduce VMT and GHGs, but also helps to conserve important open space functions, such as agriculture, recreation, watershed protection, and others. The Plan will emphasize co-benefits in order to develop consensus.

Other communities across the state and nation can learn from the SR 108 Relinquishment and Revitalization Plan's approach to greenhouse gas reduction. The Plan will be used as an opportunity to educate decision makers and the public regarding the local consequences of climate change, air pollutant emissions, and important co-benefits of greenhouse gas emission reduction strategies. Strategies and outcomes produced by the SR 108 Relinquishment and Revitalization Plan will be shared in a variety of ways. The city partners will share the Plan at the monthly Planning Directors' meetings, with each city's Planning Commission and City Council, as well as with the board members of the Stanislaus Council of Governments. The final Plan will also be announced and made available to neighboring cities within Stanislaus County and the San Joaquin Valley. The Local Government Commission will share and highlight the Plan and the planning process with other local government leaders and city staff in their continued work throughout the State. The Local Government Commission will also work with the Project Partners to submit a session proposal highlighting this project for the national New Partners for Smart Growth conference.

4. Organizational Capacity

The City of Riverbank has previously managed and served as the fiscal agent for large-scale planning efforts and grants. Modesto, Oakdale, and Riverbank also have a history of working closely together and formed a Joint Powers Authority to work on the North County Corridor project, a new expressway project that will serve as the new alignment for SR 108. The three cities have conducted corridor studies and have participated in large-scale, multi-jurisdictional planning efforts. To access expertise and experience in urban design, strategic economic analysis, greenhouse gas analysis, activity based transportation modeling, public and decision maker outreach, and civil engineering, the city partners will be contracting with AECOM, Mogavero Notestine Associates (MNA), and the Local Government Commission (LGC) to complete this proposal.

AECOM is a planning, design with extensive experience in specific plans, corridor plans, infill development plans, master plans, design guidelines, illustrated development codes, streetscape improvement plans, and downtown plans. A particular focus of AECOM's recent work has been urban commercial/transportation corridor reinvestment and revitalization plans, strategies, and implementation measures. AECOM has worked extensively in Stanislaus County, including within the cities of Riverbank and Modesto.

MNA offers multi-disciplinary capabilities and extensive background in all aspects of design, planning, architecture, development, and community advocacy. MNA is not only experienced in corridor planning and

design, but also has developed commercial, residential, and mixed-use projects in commercial corridors and will bring this expertise to the project team. MNA has experience with plans and projects in Stanislaus County, including Riverbank, Modesto, Oakdale, and the San Joaquin Valley Blueprint.

LGC is a 501(c) 3 non-profit membership organization that has been assisting California local governments for over 30 years to create more economically vibrant, environmentally sustainable, and civically involved communities. The LGC wrote some of the first guidebooks for policymakers on infill development, transit-oriented development, and street design. In 2003, the LGC partnered with the City of Riverbank to prepare a vision plan for SR 108 with a grant from Caltrans. As a result of that project, as well as other efforts throughout the northern San Joaquin Valley, the LGC is knowledgeable in the issues facing the partner cities.

All partners have extensive experience in conducting complex planning efforts. Their experience helps to ensure that the tasks, timeline, and budget are reasonable for a project of this scope. The City of Riverbank will be responsible for tracking deliverables in accordance with the proposed timeline to make sure that the project stays on course. The Advisory Committee will provide guidance to the Project Team, ensure the process represents the diverse needs of the communities, progresses smoothly, and addresses unforeseen obstacles that may arise.

All city partners are committed to completing this project. If necessary, the city partners will identify funding necessary beyond that provided by this grant to complete this project. Since this Plan is needed prior to relinquishment of SR 108, the cities consider this a priority planning project. If needed, the cities could apply for additional grant funding, such as the Caltrans Community-based Transportation Planning grant program, if needed. With extreme limitations on general funds and fee programs, the Plan timeline would likely be extended for years, if grant funding is not available to complete this project.